

## HUMAN ISLAND HOSPITALS

DOCTORS SHOW THE IMPROVEMENTS HE HAS MADE.

Quarantine Detention Places. Dr. Dotsy, Health Officer of New York, showed a party of the most prominent of the new hospitals on Hoffman Island, which he said were the best of their kind in the world.

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## Ever Smoke Stogies?

Some men find cigars too heavy in hot weather. They want a mild, cool smoke—one that lasts a while and is good while it lasts.

They smoke stogies—U. C. S. Co. Extras

"The Stogie with the yellow band" and say they're good.

U. C. S. Co. Extras are the leaders of the stogie family—yet not costly—4 for 10c.

Box of 100 \$2.50 Get a box today.

UNITED CIGAR STORES

BURGLAR CHASE ENDS ON PIER

THIEF PUTS UP A FIGHT WHEN GRABBED BY PURSUERS.

Joseph Tancowski Found By Mrs. Cantowitch Robbing Her Rooms in Williamsburg—She and Her Friends Follow Him to Recreation Pier and Get Him.

A Polish burglar who had a slugging when he tried to use force on a policeman, Thomas Young of the Bedford Avenue police station, Williamsburg, a hard fight on the recreation pier at the foot of Metropolitan avenue early yesterday morning.

The prisoner, who said he was Joseph Tancowski, 20 years old, of 100 Wythe avenue, had forced an entrance to the apartments of Mrs. Annie Cantowitch at 123 Berry street through a rear window which he reached by means of a fire escape.

Mrs. Cantowitch's husband is employed in the Havemeyer sugar refinery and she set out from her home late on Saturday night with his midnight lunch. It was during her absence that the thief got into the apartments. He was ransacking the room when she returned. He had already secured a gold watch valued at \$75 and \$50 in cash.

When Mrs. Cantowitch unlocked the kitchen door and entered she was confronted by Tancowski. She seized him by the shoulder and screamed for help. The burglar knocked her against the wall and rushed for the hall. Mrs. Cantowitch quickly recovered herself and started in pursuit. Several neighbors joined her. They kept the thief in sight.

Tancowski turned into Metropolitan avenue and went toward the recreation pier, which because of the oppressive heat, was well filled with men, women and children. The latter sleeping in their parents' arms. Not until the fugitive was within a few yards of the pier did he look behind and then he seemed to recognize Mrs. Cantowitch, who had stolen up behind him with her pursuers.

The fugitive made a run for the second floor stairs. At the head of the stairs Mrs. Cantowitch caught him and the thief turned upon her again. Her neighbors went to her aid and in a twinkling there was a lively scuffle. It caused a hasty exodus of the people on the pier. The thought that an ordinary fight was going on. The screams of women and children as they rushed from the pier brought Policeman Young, who was stationed there. He made his way through the crowd and when he got into the thick of the scrap he found Mrs. Cantowitch with a tight grip on the thief.

Young seized the man who was trying to grab him by the throat. Then Young knocked him down. The thief attempted to pull a slugging from his pocket, but Young seized his arm.

The prisoner was overpowered and taken to the police station, where the watch and money taken from Mrs. Cantowitch's rooms were found upon him. A charge of burglary and carrying concealed weapons was made against Tancowski and he was locked up. After detention had made an investigation, he said that the prisoner answered the description of the man who has been implicated in other robberies in the neighborhood of Mrs. Cantowitch's house and who was interrupted in his operations threatened his victims with death.

## HARMON FLIES FOR BIG CROWD

CIRCUITS FIVE TIMES AND DOES SOME STUNTS

Also Makes a Double Circuit with a Passenger Not Enough Parking Room for the Automobiles Which Came. Will Fly Today for a Record.

GARDEN CITY, L. I., July 3. Several thousand persons journeyed to the aviation field here this afternoon in automobiles, on foot and in trains to see Clifford B. Harmon fly. The crowd began to gather early in the afternoon, but it was almost 6 o'clock before the Harmon flew.

It was 6:15 o'clock when Harmon mounted the seat. After a short run he shot into the air and swung across the course. As he circled back in front of the grand stand he rose to an altitude of about 100 feet. The dive, fifty or sixty feet. The engine was working perfectly as he rounded the field five times. He varied his height, sometimes bringing the machine within fifteen or twenty feet of the ground and again flying at an altitude of 125 to 150 feet. On the third lap he drove the aero up in the air more than a hundred feet and, as he passed in front of the grand stand, made a swoop of fifty or seventy-five feet.

Mrs. Harmon, who with a party of friends occupied the boxes, I. I. thought her handkerchief and Mr. Harmon returned the salute with a wave of his hand. After he had descended he walked over to greet friends in the grand stand and told several of them that it had been possible for him to recognize them while he was in the air. After a wait of a few minutes it was announced that a fight would be made with a passenger and Mr. Harmon extended an invitation to anyone who wanted to ride. He seemed dubious of the invitation and no one accepted.

"I wonder if he really meant it," said a woman who sat in the box. If I thought he did I'd go. But Mr. Harmon had decided to take up his passenger, Mallard. Both Mr. Harmon and his passenger had been next when it was said that the engine needed some tinkering and they had to come down. After about five minutes work they remounted the seats and the engine was again ready to go.

The only other person who attempted to fly was an automobile driver named William. He took out a machine developed by Bruce Beaulieu and it did not develop soaring qualities. Once it bucked off the ground for a few feet and came down, smashing the front control and propeller.

The crowd today was one of the largest that has ever visited the field, and it was found the parking space was inadequate for the 100 or so automobiles that lined up there. There were a few more. There was a long string outside and the occupants stood up and looked over the fence. There also were several hundred persons on foot. The crowd patronized the box office and viewed the flights from the far side of the course, which is only protected by a wire fence. At the box office it was said that about 1,000 persons had paid the admission fee of 25 cents and that about 800 had bought grand stand tickets.

Among the spectators were Mr. and Mrs. August Belmont, Mr. and Mrs. Paul Cravath, Foxall Keene, Colgate Hoyt and Lee McHugh, Treasurer of the United States.

Mr. Harmon said that to-morrow, he will attempt a record with a passenger, and on Tuesday, which is his birthday, he will attempt the flight across the Sound to Connecticut.

TO FLY OVER OCEAN TO-DAY. Curtiss Expects to Begin His Atlantic City Flights Today.

ATLANTIC CITY, N. J., July 3. Glenn H. Curtiss will undertake his first flight over the ocean to-morrow immediately on the arrival of the penton attachments, which have not yet come and which must be attached before the aviator will drive his machine over the water. A squad of mechanics, who arrived last night with Curtiss' plane, will work all of to-night to get the machine tuned up, and Curtiss has telegraphed that he will undertake his first flight probably shortly after noon to-morrow.

Capt. Baldwin and Hamilton will follow Curtiss closely and the contest for the big prizes will start at once if the weather conditions permit. Brooks and Coffey, the Wright brothers, will arrive on Wednesday and it is expected that the Wrights will send at least another of their pupils to equal the number of Curtiss' there here.

Knowledge that the coming flights are to be considered a test of the merits of the Curtiss and Wright machines has aroused great interest, and the following of aviators, including army officials, are slipping into the resort to take observations. Gen. King of the United States Engineer Corps is already on the scene and will be followed by other officials. Curtiss has announced his intention of making a try for the altitude record as soon as he gets proper weather.

The importance of the contests and the desire of aviators to secure a clear beach for their flights has led to orders that all bathers be driven from the beach during the flights. A special detail of police will rush the crowds off the sand at the firing of signal guns. At the same time a big fleet of yachts will put out of the harbor to guard against accident in case the machines fall into the ocean.

AOSTA AUTO KILLS A MAN. Cousin of the King of Italy to Prove for the Victim's Family.

ROME, July 3. The Duke of Aosta while automobiling yesterday ran over and killed a man, injuring another badly.

The Duke did everything possible to aid the injured man. He drove with him to the hospital, where the peasant died today.

The Duke has undertaken to provide for the victim's family.

TO VICTIMS OF LA BOURGOGNE. Monument Dedicated to Have Americans Remembered.

## A DREAM AND FAIRSHIPS.

Prof. Knowledge of Harvard Tells About Some Things That Will Be.

BOSTON, July 3. That the successful ship of the future is to be supplied with motor power from generators on the sea and land is the prophecy of Prof. John T. Knowledge, professor of applied science at Harvard. To a reporter he said: "To speak of the possibilities of electricity is a waste of a great deal of time. Those of us who have lived through the period of the actual development of electricity in its application to every day affairs have come to feel that almost anything might be said or prophesied and that it might come true. Take the matter of airships. There is no doubt in my mind that the great time limit in aerial navigation lies in the matter of power. We have heard from all the aeronauts a question of the feasibility of electrically powered airships. The problem that is presented to us latter day physicists is the transmission of power from generators on earth to air craft that are sailing above us."

"I have thought of this matter as undoubtedly hundreds of other men engaged in physics have looked upon it. Just how this power may be transmitted is a question that I do not feel qualified to answer at the present time. Nevertheless all of us know that when we finally resort to practical aerial transportation the matter of power must be something more reliable than the gasoline engine on which the heavier than air type depends to-day."

"But leaving out of the question the matter of gasoline and the explosive type of engine, we may turn to electricity as a motive power."

"Without going too far into the future it is safe to assume that an air craft will always remain within a few thousand feet of the surface of the earth, therefore the problem that is presented to us latter day physicists is the transmission of power from generators on earth to air craft that are sailing above us."

"I have thought of this matter as undoubtedly hundreds of other men engaged in physics have looked upon it. Just how this power may be transmitted is a question that I do not feel qualified to answer at the present time. Nevertheless all of us know that when we finally resort to practical aerial transportation the matter of power must be something more reliable than the gasoline engine on which the heavier than air type depends to-day."

"You may ask how I propose that an airship should gather power from the earth. It is impossible or is it unbelievable, that we should have power ships sailing over the ocean to-day. The power of travel? Cannot you conceive of such power ships owned and operated by the great European or American governments? For many years I have been in operation that will the average dreamer. The time is coming when our air craft will depend on mundane power, houses quite as much as do our trolley cars."

WONT YIELD TO COSTA RICA. Panama Boundary Arbitration Must Proceed on Present Understanding.

WASHINGTON, July 3. Secretary of State Knox has sent notice to the Costa Rican Government that he will not consent to the modification of the protocol signed in Washington recently for the submission of the Panama-Costa Rican boundary controversy to arbitration by Chief Justice William D. Taft.

The United States, it was stated, had recently in the Costa Rican Congress to the ratification of the agreement. Secretary of State Knox, however, took the position that the protocol was not equitable to both countries. Several weeks ago the Costa Rican Government made inquiries of the United States as to the possibility of reopening the negotiations for the purpose of modifying the protocol.

Under the treaty with Panama, the United States guarantees the sovereignty of the republic. Some officers of the Department take the view that the boundary question is not settled by the United States might be compelled to define the limits of the Panama republic. The instructions sent to the Charge d'Affaires at San Jose on the subject were substantial as follows:

"The Department of State has carefully studied the reasoning so ably presented by the note of the Minister for Foreign Affairs of June 10 and has recommended the United States to decline to accept the protocol. The Department is of the opinion that the protocol is not equitable to both countries. Several weeks ago the Costa Rican Government made inquiries of the United States as to the possibility of reopening the negotiations for the purpose of modifying the protocol."

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## BIGGEST DAY FOR STEAMBOATS

ONE DISCOVERS IN ACTUAL FREEZE OFF JERSEY

All Carried the Limit of Exuberantists and Customs Men Sweated at Seeing That the Limit Was Not Overpassed. Battery Park a Picnic Ground.

A breezeless air, soaked at times almost to the point of springing a leak, or, as the meteorologist says, of precipitation, made yesterday seem hotter than any day of the infantile summer. The official mercury showed 84 degrees at 11 A. M., the hottest of the day. The tenement dweller was at little worse advantage than folk in the also breezeless homes with more windows for what is nothing outside them any more emerging than that which is within. A multitude slept on the roofs and thousands stayed out of doors all night in the crowded neighborhoods.

When the sun began to warm up things yesterday morning everybody with the price started for a train or a steamboat to hunt for a breeze. Veterans at the Battery could not recall such a rush for the boats of side-wheelers and propellers sailing from the several Battery landings and from Battery Park. Back against the wall walk of Battery Park was so jammed, chiefly with women and children, that the police had to clear a lane for promenaders. More than 20,000 persons took passage here on boats to Coney Island, Rockaway, places on the Shrewsbury River, Glen Island and the Fishery Banks and on the sightseeing yachts. Hundreds were turned away at the Battery landings by the men of the Customs and Steamboat Inspection services, who had received instructions from Collector Joseph A. Sweeney to refuse to allow overloading. Sixty inspectors under Deputy Supervisor Alexander McKee and twenty men from the Steamboat Inspection Service, who had been left with even one more person than she was entitled to carry under her license. The four steamboats, running to Glen Island, were loaded with passengers. The largest, the Battery landing and were forced to wait at the foot of East Thirty-first street, where there were throngs waiting for a chance to sail up the Sound for that breeze.

The four Patten Line boats for Long Branch, with stops on the Shrewsbury, sailed each with about 100 passengers. The limit. Some were turned back. No body was disappointed who sought passage on the iron steamboats, which carried about 200 passengers each to Coney Island. The Grand Republic took to Rockaway Beach all the excursionists who are entitled to carry. The John Sylvester and the Rosedale also went to Rockaway. With all the summer boats taken on every trip after 9 o'clock. All other long distance ferries were crowded. Battery Park never has been filled as it was yesterday. The summer boats, in order to "keep off the grass" were not ordered and hundreds of mothers and fathers and little folks, many of whom had sought refuge in the shade of the trees, sitting or lying full length, with just enough clothing on to keep off the sun.

Even hundreds who went down to the bathing tanks on the Morris, the Angler and the Mount Desert came back about sunset and reported that there was a cool breeze off the Jersey coast, expressing regret that they could not tow it in.

WONT EXCHANGE PITTMAN. Madrid General Refuses on His Own Authority—Bombardment Protests.

WASHINGTON, July 3. Gen. Rivas who is in command of the Madrid forces at the Bluff near Bluefields, has declined to exchange William P. Pittman of Boston, the prisoner who was captured by the Madrid forces during the recent battle at Bluefields while engaged in laying mines. Thomas P. Moffat, American Consul at Bluefields, advised the State Department that Gen. Rivas did not even consider senior Madrid, president of the de facto government in western Nicaragua when Senor Estrada, President of the revolutionary government proposed the exchange of Col. Salamanca for Pittman.

Business corporations in New York and New Orleans having interests on the east coast of Nicaragua, have notified the State Department of their intention of filing claims against the Nicaraguan Government for damages which they have suffered in the recent bombardment of Principia by the Madrid gunboats Venus and San Jacinto. Belonging (Incorporated) of New York sent this telegram to the Department to-day:

"Being owners of warehouses and other property at Principia, Nicaragua, we respectfully call your attention to and protest against the recent bombardment of that fortified place by the steamers of the Madrid Government, the Venus and San Jacinto. The said bombardment having been made without any previous notice having been served to the residents or officials at Principia."

P. R. R. STRIKE PROSPECTS. Trainmen of a Rival Road Says Employees Would Be Foolish to Quit.

Some of the leaders of the trainmen of roads which have made agreements with their employees said yesterday that the ordering of the strike vote among the trainmen of the Pennsylvania Railroad was a leading member of the grievance committee of the trainmen on a railroad which has settled with all its operating force said yesterday.

"The trainmen and conductors of the Pennsylvania Railroad are not in the least dissatisfied with the representation by the chairman of all the Eastern roads, but they are members of the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen. The same course will be followed in case of a vote for a strike on the Pennsylvania as in the case of the other roads."

"President Lee or some other member of the grand lodge of the trainmen in case of a vote for a strike will make a final effort to bring about an amicable settlement. Even if that fails President Lee will have to surrender a strike before it can be legally declared."

"There is no doubt that the men on the Pennsylvania Railroad are treated better than any of the other roads. Before they made their last agreement for a 10 per cent. increase in wages they were better off than the men on the roads whose wages had been advanced. I was told by some of the trainmen of the Pennsylvania that they were offered 7 per cent. but would stand out for the 10 per cent. I think they would be very foolish if they made any trouble under the circumstances."

He said that the Pennsylvania, unlike the other roads, was not willing to confer with the men through one general manager of the road. Asked what would be done if the general manager in case of a vote for a strike refused to see any of the members of the grand lodge, this trainman said:

"That kind of thing happened before. Once after a strike had been declared the company refused to see a member of the grand lodge. The trainmen wrote the final conditions on paper and put them under the door, with an ultimatum that the strike would go on if they were not conceded. They were conceded and there was no strike."

Two Lives Lost Yesterday and One on Saturday But Discovered Yesterday.

There were two drownings at Rockaway Beach yesterday and one the day before which was not discovered until yesterday. Thomas Foster of 905 Linwood street, Brooklyn, went in bathing from Wainwright & Smith's bathhouse at the foot of Seaside avenue late on Saturday afternoon. When the building was opened for business yesterday afternoon, the body of Foster's clothes in a locker. A postal card from his brother Ned making an appointment for last night at Rockaway Beach found the body of Foster in the water. The body had not been recovered.

William Hunt, 21 years old, a drug clerk of 19 Columbia place, Manhattan, was drowned yesterday afternoon while swimming with his father, Frank Hunt, on the Rockaway Beach side of Jamaica Bay. The body was about twenty-five feet away from his father, when he threw up his hands and sank. The father dived for him, but without success. The body did not come to the surface again.

## Saks &amp; Company

Broadway at 14th Street

FOR TUESDAY AND WEDNESDAY, JULY 5TH AND 6TH, WE HAVE ARRANGED A MOST TEMPTING DISPLAY OF

Entirely new lots—the latest models in Summer Apparel for Women at usually low prices

Every garment included in the assemblage is a recent creation designed since the season was well advanced and therefore "the very newest." The styles are extremely tasteful and the colorings and trimmings are of the kinds most wanted.

Tailor Made Suits—new models. A new model, with short coat and close-fitting skirt. Of fine navy blue or white serge, lined with peau de cygne. All sizes. Value 25.00; "Special" at 15.00

Linen Dresses—new models. Tailor-made or fancy models of fine French linens in plain and fancy weaves, including many elaborate embroidered effects and new skirt ideas. Values 35.00 to 59.00. "Special" 19.50

Summer Wash Dresses—new models. Dresses of dotted or crossbar muslin in bordered effects. White or colored grounds. Dutch necks; with lace trimmings. "Special" at 6.90

Cotton Foulard Dresses. Exact copies of our handsomest silk foulard costumes. Most effective Summer dresses, suitable for street, afternoon or house wear. The patterns are copies of silk foulard designs. In Alice blue, navy, rose, lavender or black. "Special" at 8.50

Wash Skirts 2.95 to 7.50  
Linen Suits 10.75 to 50.00  
Linen Coats 5.00 to 25.00  
Pongee Coats 12.50 to 59.00  
Linen Dresses 10.00 to 50.00  
Tourist Coats 15.00 to 59.00  
Polo Coats 22.50 to 39.50

Bathing Suits 1.98 to 22.50  
Beach Outfits 39.00  
Bathing Caps 10c to 2.25  
Bathing Bags 29c to 60c  
Bathing Shoes 19c to 2.25

Lingerie Waists for Women. An exceptional opportunity. A handsome collection of the very latest of this season's exclusive effects in high neck or collarless models; with long or three-quarter sleeves. Of French batiste, fine lawns or all-over embroideries. Trimmed with Cluny or Val. laces; also with hand embroidery.

Value 7.50 6.00 5.00 2.00  
at 4.95 2.98 1.98 1.00

Sweater Coats for Men & Women. A most exhaustive showing of the newest designs, weaves, colors and combinations. Many ideas presented are exclusive with us and the prices are attractively modest throughout.

Sweater Coats for Women. Imported or domestic models, presented in a great variety of exclusive styles and colorings. Full fashioned, in mannish or fancy weaves. Made of highest grade worsted yarns in various weights. Close, semi-fitting or loose models, single or double-breasted. Long, 3/4 or short lengths; V necks, high turnover or shawl collars. at 2.98 to 15.50

Sweater Coats for Men. Of pure worsted, in black, white, Oxford, dark red or navy. These coats have link cuffs—a novelty we have introduced this season. Can be worn over attached shirt cuffs. at 5.50

Of pure worsted in Oxford only Value 5.25 "Special" at 4.50  
Of pure silk, with side and breast pockets. In white only. at 25.00

Tuesday—A Sale of Fine Summer Ribbons. Fancy Sash Ribbons, in patterns of self, colors, moire, or satin stripes; pink, blue or white; 7 1/2 inches wide. Value 69c yd., at 39c  
Hair Ribbons to match, width 4 1/2 inches. Value 45c yd., at 27c

Are You Going Away for the Summer? THE SUN and THE EVENING SUN will be sent to you by mail, domestic postage prepaid, at the following low rates:

THE SUN, Daily, 50 cents per month.  
THE SUN, Daily and Sunday, 70 cents per month.  
THE EVENING SUN, 20 cents per month.  
ADDRESS CHANGED AS OFTEN AS DESIRED.

Write in the issue desired, whether Daily, Daily and Sunday or Evening.  
Send me THE.....  
for.....months, from July....., 1910.  
Name and Address.....  
Hand this form to your newsdealer or send it to THE SUN.